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**VIEW**

OF THE

*Greenland* **TRADE**

AND

**Whale-Fishery.**

WITH THE

*Public and Private*

**ADVANTAGES** thereof.

---

The SECOND EDITION.

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**L O N D O N :**

Printed for EDWARD SYMON in *Cornhill*,  
and sold by J. ROBERTS, near the Ox-  
ford Arms in *Warwick Lane*. 1725.

A  
VIEW  
OF THE  
Greenland TRADE  
AND  
Whale-Fishing,  
WITH THE  
Seasonal and Spacial  
ADVANTAGES thereof

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The Second Edition.

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L O N D O N :

Printed for Edward Symon in Cornhill,  
and sold by J. Roberts, near the Gr-  
and Street in Warwick Lane. 1757.



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 [REDACTED]

led to mislead your Judgment by false Allegations. I must have had the greatest Assurance in the World to think of misguiding you, for tho' you consider'd you was unacquainted with the Trade, the apt Objections in the frequent Conversations

**Sir John Eyles, Bar.**  
 Judgment too penetrating to be deceived; and left me no Room to expect, that

**Sub-Governor of the South-Sea Company, &c.**  
 upon you. I was the least Occasion for such an Attempt; the Thing will speak for it self; and I am persuaded, whoever examines into the Nature and Circumstances

**SIR,**  
 [REDACTED]

I was by your Commands signified to me in the following

Letter of the 13th of July last, that I drew up a brief Account

of the *Greenland* Trade, for the Perusal of the Court of Directors of the

*South-Sea* Company; and you will, I hope, forgive me that I have taken the Liberty,

to print both your Letter, and the said Account as it was laid before them; being

persua-  
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persuaded thereto from many Reasons, particularly in Justification of my self, and as an Appeal to all the World for the Truth of what is here laid down. I having been supposed to mislead your Judgment by false Allegations. I must have had the greatest Assurance in the World to think of misguiding you, for tho' you confess'd you was unacquainted with the Trade, the apt Objections in the frequent Conversations you allow'd me on this Subject, and the curious Enquiries you made, shew'd your Judgment too penetrating to be deceived; and left me no Room to expect, that any thing that was insinuating, and not grounded upon Reason, could be imposed upon you. Nor was there the least Occasion for such an Attempt; the Thing will speak for it self; and I am persuaded, whoever examines into the Nature and Circumstances of the *Greenland Trade*, or considers the following Sheets, as carefully and accurately as you have done; will be convinc'd, that I have laid down nothing, but what is true and practicable.

I am persuaded, and am sensible of your continued Zeal in this Affair; and as it will be a perpetual Glory to you, that in so critical a Juncture, you undertook the Care and Conduct of the *South-Sea Company's* distracted

fracted Affairs; and that you have, (by standing boldly in Support of Reason, against wild and extravagant Schemes, with so much Steadiness and calm Resolution) been an Instrument in no small Degree, in composing their Affairs, and recovering their Credit: It will be an Addition to your Character, that, even in the midst of all the Difficulties upon you, greater than ever yet fell in Weight upon one Man in your Station, you could have Temper enough, or find Time sufficient to employ your Thoughts upon the Enlargement of their Trade: But you never made this Objection, which was indeed the only one I fear'd; that you was already too much involved in other Business to think of it.

Another Reason I had for printing these Sheets, is, that the Nation in general may see, that this Trade may be carried on from hence, equally at least, if not better, than from other Nations; who, by the Supineness of this Kingdom, have it wholly in their Hands: That the inestimable Advantages the Kingdom will receive by it, whatever befalls the particular Undertakers, may be an Inducement to some Patriots to encourage it by the Assistance of the Legislature, in whatever may, upon Practice be found necessary.

These



These Reasons I thought sufficient, though I have many others, for publishing these Arguments about the carrying on the *Greenland Trade*, which I need not take up your Time in relating particularly.

If I may have your Excuse, I hope you will make my Apologies to the Court of Directors, whose Care and Zeal for the Company's Affairs, deserve the Applause of the Proprietors: And I am confident, nothing but Fear of Miscarriage in an Attempt which has been successful to others, has been the Occasion of an Alteration in their Thoughts, and their Resolving, as they have done, not to carry it on.

I may seem too fond of my own Opinion if I should say, that a little less Precipitation in their Thoughts, and a little more Consideration in the Merit or Demerit of what I laid before them, might have given them a better Opinion of it: But you gave me Reason sufficient; the Summer was far spent, and it was absolutely necessary to come to an immediate Resolution, or else the proper Vessels could not be built in Time.

I have added to what was laid before the Court of Directors some farther Remarks,  
Esti-

[ 7 ]

Estimates and Calculations which I have now collected, having omitted to mention them in the first State, through the Haste and Expedition with which you required it to be drawn.

I submit this wholly to your Observation; and am with the highest Deference and Respect,

*Your Honour's*

LONDON,  
Aug. 20. 1722.

*most Obedient,*

*and most Obliged*

*Humble Servant,*

Henry Elking.

[ 7 ]  
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now collected, having omitted to men-  
tion them in the first State, through the  
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quired it to be drawn.

I submit this wholly to your Observation;  
and am with the highest Deference and  
Respect,

Y<sup>r</sup> H<sup>o</sup> n<sup>r</sup> s

London,  
Aug. 20. 1722.

most Obedient,

and most Obedient

Humble Servant,

Henry Billing.







THE Letter of Sir John Eyles,  
written to the Author, and men-  
tion'd above, is as follows, viz.

LONDON, July 13. 1722.

S I R,

**I** T is now Seventeen Months  
since you first discours'd me  
upon the Subject of the  
Whale-fishing, inviting me  
into a Copartnership with several Gentle-  
men who had Thoughts of undertaking  
it: And I must own, the Reasons you  
gave me, why it would be profitable to  
the Undertakers, had almost determin'd  
me to engage with them. But as Fo-  
reigners were now in the entire Possession  
of this Trade, originally carry'd on sole-  
ly by the English; and all Attempts that  
have been made from hence of late  
Years, to recover it, have been fruitless;  
I could not resolve upon it, till I had  
made a more strict Enquiry and Exami-  
nation:



nation : When I found by the Account you gave me, how extensive this Trade might be made; the great Numbers of Ships that are annually employ'd in it by our Neighbours; the Multitudes of Seamen train'd up thereby, and fitted for the Service of their Country; that it is a Trade carry'd on to desolate Seas, open to all the World, unattended with the Charges of Ambassadors and Consuls, Factors, &c. that needed no Capitulations with Foreign Powers, nor Protection of Convoys equal to what other Trades do in Time of War; that the whole Export is nothing but the Product of Labour, and the Expence of Provisions and Wages for Seamen; I say, when I found these things, I took a new Turn of Thought, and consider'd this Trade in another View. It appear'd to me so considerable, that even the South-Sea Company might undertake it; so National, that all reasonable Encouragement might be expected from the Legislature, when their Aid and Assistance might be wanting.

In

In this way of Thinking, it became my Duty, in the Station I am in, in that Company's Service, to be well convinc'd, that I had good and sufficient Ground to recommend it to the Court of Directors. I started to you all the Difficulties and Objections that occur'd to me at several Meetings, to which you gave me Answers that seem'd to me full and satisfactory: You shew'd me plainly, by the Methods you propos'd, that an Hundred Ships might be manag'd with the same Ease as Ten, and their Stores effectually secur'd from Waste and Embezzlement: You left me at no Loss in accounting for the Miscarriages of some late Expeditions to the Greenland Seas, and chalk'd out a sure way to avoid the Errors they suffer'd by: To my Objection concerning the Cheapness of the Dutch Navigation, the Agility and better Adaption of that People and Country to this and other Fishing Trades, you gave me many good Reasons to think it a great Mistake; and

that, consider'd in the whole, the Dutch Navigation is dearer than ours: That we can be in no Want of People equally proper and experienc'd in this Trade; and that our River is far more convenient than any Place in Holland, both in regard to the fitting out, and receiv'ing the Ships in Return from their Voyage: And in short, that we may have in almost every thing the Advantage of Foreigners: These and many other Matters, too many to be particularly enumerated here, I question'd you upon, and you answer'd to my perfect Satisfaction.

Persuaded thus of the Advantage this Trade might be to the South-Sea Company, the National Service they would do by carrying it on; I did, now Sixteen Months since, propose it to the Court of Directors, who at that Time so far approv'd of it, that they, in the Month of September last, recommended it to a General Court, who agreed to it, and gave the Court of Directors sufficient Powers.

From



From this Time, the Copartnership first propos'd by you was no longer thought on; and I persuaded you to drop that Design, and to depend upon the South-Sea Company: You did so, and have ever since been in reasonable Expectation, that Preparations would have been made this Summer, for setting out upon the Trade next Spring; and you are not more surprized than my self, to find so great a Backwardness in this Affair.

Whether I had not Capacity enough to see through the Fallacy of your Answers to my Enquiries, or to object to the Accounts you gave me, I know not; but I ought to have some Diffidence in my self, since I find now, at the Time this Affair should have been in Agitation, and Ships building for the Purpose, some others, without whose Concurrence it is impossible to proceed, differ of late very much

much in Sentiments with me upon this Subject.

What I have to desire of you, and is the Occasion of this Letter, is, That you will lay before the Court of Directors, in Writing, the Substance of what you from time to time have said to me, upon my Examining into the Nature of this Trade: If you draw it up under clear and distinct Heads, they may by frequent reading it, retain those Arguments, which in Conversation or Debate may slip the Memory, or be unobserv'd; and be thereby either convinc'd, as I think I am, of the Practicableness of it, or be able to shew me those Errors or Fallacies in your Notions, which I have not been able to find out of my self.

I desire you to be as careful and correct as possible, and that you will avoid putting down any thing that is insinuating only, and cannot be supported from Reason

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son or Practice. We must very soon determine, either to carry or not to carry on this Trade; and therefore the more Expedition you dispatch this with, it will be the more acceptable to,

S I R,

Your Humble Servant,

JOHN EYLES.

To Mr. Henry Elking.



A VIEW



[ 15 ]

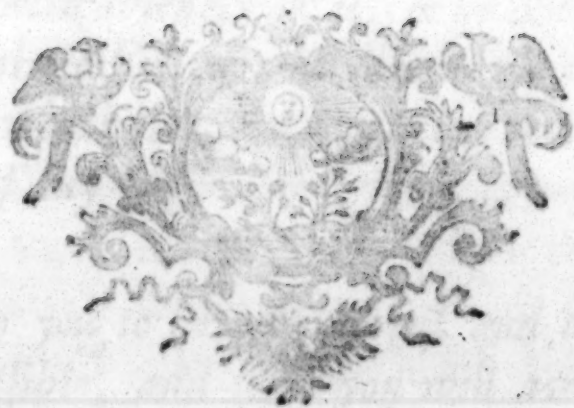
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S I R,

Your Humble Servant,

JOHN FRYLIS

To Mr. Henry Elking.



A V I E W





A  
**V I E W**  
 OF THE  
*Greenland Trade, &c.*



THE *Greenland Trade* hath in it all the Qualifications that are needful to recommend it to this Nation: It is qualified to enrich and make it more powerful: It is to be spoken of with Regret, that though it was first discover'd by the *English*, it has been long since abandon'd to our more diligent

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gent Neighbours the *Dutch*, and others; and this Nation has suffer'd it to lie neglected, to their infinite Loss and Dishonour.

Though it has been generally suppos'd, it will be found upon Examination a very great Mistake, that the *English* cannot manage this Trade, which the *Hollanders*, *Hamburgers*, *Bremers*, *French* and *Spaniards*, all carry on to Advantage, and by which means they are made rich, even out of our Pockets, who sit still and buy those Goods of them for our ready Money, which the *English* are every way better qualify'd to furnish to themselves, and even for Export to other Nations; as will be shewn in the following Sheets.

Nor is it any just Objection to the Practicableness of this Trade, to say, That it has been often attempted without Success; since the Reasons of that Want of Success, which are fully examin'd in these Sheets, will appear to arise, not from any Deficiency in the Trade, but from the evident Mismanagement of the Undertakers; proceeding either from Ignorance, Want of Stock, Want of Conduct, or of Honesty.

It is a vulgar Error, That the *Dutch* can build Ships, or sail Ships, or catch Whales, better and cheaper than the *English*. Can they, who neither have Timber of their own Growth to build, nor Iron, Tar and Hemp of their own Growth to Rig, or Provisions

vifions of their own Growth to victual their Ships; nor fufficient Seamen, Harponeers and Steersmen for the Whale-Fifhing among their own Subjects, ever manage a Trade cheaper than the *Englifh*, who have moft of thefe Materials and the Provifions in their own Country or Plantations, and cheaper than the *Dutch*; and can, till their own Men are taught, hire the Artifts at the fame Places, and upon as cheap Terms as the *Dutch*?

The Author of this Tract undertaketh to account for all the Mifcarriages of thofe Gentlemen, who have formerly attempted this Trade; and to prove even to Demonftration, how every one of thofe falfe Steps may be avoided, right and unerring Meafures be taken, and the Trade be render'd prosperous and fucceffful, even beyond what it has been, or can be, to the *Dutch* or any other Nation.

In order to this, and to make every obferving Reader capable of making a Judgment, both of what has been done by other Nations, and may be done by us; the Author has, from unqueftion'd Authorities, and from his own long Experience, given here a clear, though brief Account of the *Greenland* Trade in general, and of every thing belonging to it, that may contribute to the fucceffful carrying it on in this Kingdom: Which Account he has digefted into feveral



Chapters or Sections, for the more clear understanding the Particulars; and those Chapters appear under the following Heads.

1. An Account how the Whale-Fishery is, and ought to be perform'd, from the first Outset to the Return of the Ships.

2. By whom this Fishery is chiefly carry'd on, viz. by the *Hollanders*, *Hamburgers* and *Bremers*; and how much it appears to their Advantage.

3. A brief Recapitulation of what happen'd in the Infancy of the *Greenland* Trade; how the *English* were first in it, how they lost it, and what have been the Causes that all their Attempts to retrieve it have been unsuccessful.

4. A full Proof that *England* may retrieve this Trade, and are able to carry it on more to Advantage than any other Nation; and all the known Objections to the contrary answer'd and remov'd.

CHAP.

## C H A P. I.

*An Account how the Whale-Fishery is, and ought to be perform'd, from the first Outset to the Return of the Ships.*

**A**LL the necessary Fishing-Instruments, such as Harping-Irons or Harpoons, Lances, Cutting-Knives, Nose-hooks, Lines, Shalloops, Casks, &c. must be provided, and the Ships compleatly fitted, victuall'd and Mann'd before the End of *March*; and every thing being on Board, and the Ships fallen down to *Gravesend*, and clear'd there, must sail by the Beginning of *April* for *Greenland*.

The Vessels most proper for the Whale-Fishing, are those we call Fly-boats, or Cats, or Hag-boats; and should be very strong built, and doubled at the Bow, to resist the Shocks of the Ice. The Size of those Ships commonly used, are from 200 to 500 Ton, little over or under; and they are supply'd with Men and Shalloops as follows:

	Ton.	Shalloops.	Men & Boys.
A Ship of	200 must have	4	and { 29 36 43 50
	250 ———	5	
	300 ———	6	
	450 ———	7	

The

The particular Qualifications of the Men for a Ship of about 300 Ton, and Six Shalloops, are as follows, viz.

- 1 Chief Harpioneer, who commands the whole Fishery.
  - 1 Captain or Master of the Ship.
  - 5 other Harponeers.
  - 6 Steersmen of the Shalloops.
  - 6 Managers of the Lines.
  - 1 Surgeon.
  - 1 Boatswain.
  - 1 Carpenter.
  - 2 Coopers.
  - 16 Common Sailors.
  - 2 or 3 Boys.
- 
- 42 or 43 Men in all.

The Voyage to *Greenland* is generally performed in four or five Weeks. The Fishery begins with the Month of *May*, and continues all the Months of *June* and *July*: But whether they have a good Fishing or a bad, they must come away and be clear of the Ice in the Month of *August*, so that in the Month of *September* at farthest they must be expected home; but a Ship that meets with a fortunate and early Fishery in the Month of *May*, may return in *June* or *July*.



The Whale-Fishing is carry'd on in the great Frozen Sea between the Coasts of *Greenland* and *Spitzbergen*, in the Latitude of 70 to 80 Degrees *North*; and as they have here no Night, but see the Sun always, during the Season of the Fishery, above the Horizon, they divide the Time not by Day and Night, but into Three Watches, allowing one Third of the Crew to be at rest for Eight Hours, when they turn out for the next; and so alternately they are upon Duty sixteen Hours, and asleep eight Hours in every twenty four: And their Eating-Times are likewise divided thus, Breakfast about Four in the Morning, Dinner at Noon, Supper at Eight in the Afternoon; only with this Exception, that when they are in Pursuit of a Whale, then all Hands are called to help, without respect to Sleeping-time, or Eating-time, or any other Business.

The Whales are found among the Ice, in the Openings and Vacancies between it; and thither the Ships sail in Quest of them, running boldly in between great floating Islands of Ice, which lye continually on either Hand of them, commonly called Fields of Ice, and are often of many Leagues Circumference. To such large Fields of Ice they fasten their Ships with a great Hook, commonly called a Nose-Hook, and a Hawser or Tow-line; picking a Hole first in the solid Ice, wherein the Hook taketh hold:  
And

And it is necessary to have Ingenious and Experienc'd Commanders, who by their Observations are able to Judge upon what Degrees of Latitude to enter the Ice, where and to what Place of the Ice to fasten the Ship, where to stay or to remove, and where it is likely that Whales will appear, if not discover'd immediately; and where 'tis proper to change Places, to avoid being furrounded with Ice; and how to preserve the Ship from being lost and crush'd to pieces between the great Islands of Ice: Which are Accidents that sometimes happen by Carelessness or Ignorance.

The Reasons why the Whales are found in great Numbers between those Openings of the Ice is, because there they find their Food in prodigious Quantities, being small Water Insects, some like small Shrimps, or Snails without Shells; some of the Shape of a Spider, of the Bigness of a Grey-Pea, and of a dark-brown Colour, being a fatty, trainy, oily Substance. The Water-Insects are no where seen but in those Parts of the Seas; and those only in Places of 80, 100, or 120 Fathom Depth, which are crowded with them even from the Surface to the Bottom. It is supposed they breed among the Weeds, or other Things which Nature furnishes at the Bottom of the Sea; for in deeper Water the Sea's clear, no Insects are found, and consequently few or no Whales  
can

can be expected there, these little Creatures cou'd not be sufficient to serve as Food to so vast a Body as a Whale, did he not find and swallow an immense Quantity of them together.

As soon as the Ships come near 70 Degrees, and approach the Ice, they immediately fit out their Shalloops, and furnish every Boat with Lines, Lances, Harpoons, and all Things necessary for the Work; every Shalloop or Boat having Six Men, (*viz.*) one Harpoonier, one Steersmen, one Manager of the Lines, and Three Seamen to Row, and Six or Seven Lines on Board, the Length of which is 125 to 130 Fathoms each.

When they are entred between the Ice, and they see a Whale, they Row immediately up to him, as close as they can, and the Steersman of the Shalloop, must direct the same to the middle of the Body, because the Head is invulnerable, and towards the Tail is dangerous. The Harpoonier seeing himself able to reach the Whale, casts the Harpoon, or Harping-Iron, into his Back, as near as is possible behind the Head, because there it takes the surest Hold, and doth not Plow out so soon, as if cast nearer towards the Tail.

The most critical Time of striking the Whales with the Harpoon, is when in Diversion they spout the Water, which they do



do with great Violence and Noise, playing upon the Surface of the Water, without Apprehension of Disturbance.

The Whale finding himself wounded, immediately shoots under Water, running away, notwithstanding his prodigious Bulk, with the Lines, as swift as a Bird can fly. The Shalloops following as fast as they can, in the mean Time veering out the Lines, which are tied one to another, and coiled up in the Shalloop; and the other Shalloops, upon a Sign given, Row up immediately, and keep close to the first, in order to furnish more Lines, when they are wanted. Thus they follow, till the Whale, who cannot live long under Water, without Air, appears again, then Rowing up to him, strike another Harpoon into him. The Whale shoots away again, as before, but is seldom able to run off above One or Two Lines Length at the Second Wound, but being tired, and losing much Blood, comes up again, as before, and then fainting, they attack him with the Lances, striking and sticking as many of them, and as deep as they can into his Body. The Lances penetrating into his Entrails, put him into a great Fury, but all the Resistance he is able to make, is to throw his Tail about in a terrible Manner, and the Skill of the Steersmen in the Shalloops is seen upon this Occasion; for if they do not keep out of the Reach of his Tail, one Blow of

of it, will dash the Shallop in a Thousand Pieces, but they dextrously avoid it, and keeping close to his Sides, and continuing to wound him with the Lances, he begins to spout Blood instead of Water, which is a Signal of his being mortally wounded; as soon as he is dead, they cut off his Tail, and fastning a Line to the Stump, joyfully Tow him along, shouting and hollowing to their Ship, and fasten the Whale to the Side of the same.

If they see more Whales, they pursue their Game with all their Might, and with Five or Six Shalloops, they may attack Two Whales at a Time; and if Two or Three Ships have agreed to Fish in Company, or to assist one another about the killing of one or more Whales, they divide amongst them what they Catch, according to Agreement.

When they come to work on the dead Whale, they begin with long and great Knives to cut off the Fat, which we call the Blubber. This Fat is all round about his Body, upon his Back and Belly, to the Thickness of Six Inches, something more or less, but about his under Lips, a Whale has sometimes Blubber or Fat, Two or Three Foot thick, and his Two Fins also are very Fat. The Body of the Whale serves them for a Stage, and with Irons fasten'd near to the Heels of their Shoes, called Ice-Spurs; they

they preserve and keep themselves from sliding off in the Water. Thus they work upon him, artfully turning the Body, till they have cut off the Fat on all Sides, and the Fins, which we erroneously call Whale-bones, out of his Mouth, or upper Jaws, where they grow in a very wonderful Manner, and hard to describe, and are about 500 in Number.

When the Fins and the Blubber are thus all cut away, and hoisted into the Ship, they turn the rest of the Body a-drift, leaving it to the Sharks, Bears, Birds, and other Voracious Creatures, who always attend in great Numbers for it, as their Prey.

The Blubber is hoisted over into the Ship in large Square Pieces, after which it is cut upon the Deck into small Pieces, such as can easily go through the Bung-holes in the Hold of the Ship, to the Casks to which it is conveyed, or let down through a Pipe, made of Sail-Cloth.

The Whales are of different Sizes; they commonly yield Forty to Fifty Puncheons of Blubber each Whale; though there are some that yield Sixty to Eighty, even One Hundred Puncheons; and a Whale of Fifty Puncheons, being commonly counted a very good Whale, hath 1700 to 1800 Hundred Weight of Fins in his Mouth.

If a dead Whale be met floating upon the Sea, the Property is to those who find it,  
and



and take first Hold of the same ; and to encourage the Ships Crew to be always very watchful, he who discovers, or first sees the dead Whale, has a Premium of a Ducat, or half a Guinea, for his Discovery. The Train-Oil of such a dead Whale, especially if it died of it self, is of a reddish Colour, and not so valuable as of a Whale that is immediately killed, but the Fins are of equal Goodness with those of another Whale.

Besides the Whales, there are several other monstrous Fishes found and catch'd in those Seas. Namely,

The Pot-Fish, or the *Sperma-Ceti* Fish, called by the *French Cachelot* : He is as big as the Whale, having a monstrous large Head, whereout they can get and fill 12 to 20 Barrels of Brains ; and this Brains, after purged and refined, they call (but very falsely) *Sperma Ceti*. Besides this, they cut from his Body several Puncheons of Blubber ; but he is not near so fat as the Whale. This is a Fish of Prey, hath a Row of great Teeth in his Mouth as white as Ivory. One of these was caught last Year, 1721. and before he was killed, vomited up, or cast out of its Mouth a Shark of 12 Foot long, which it is supposed he had just taken, and not quite swallowed when he was surprized and kill'd. The Spout-Holes of this Fish are at his Nose, and not behind

behind in the Neck, like the Whale. But this Fish is seldom met with.

The Fin-Fish is as big as the Whale too, and is distinguish'd from the Whale by a large Fin on his Back. He is not so fat, nor hath such Fins in his Mouth as a Whale; so that they never are thought worth the Trouble of catching, or to venture the Harpoons and Lines upon him; being more nimble than the Whale, he might run away with the Lines, or endanger the Shalloops.

Sometimes they meet with a Fish called the Unicorn, a very beautiful spotted Creature, with a Horn growing out of his upper Jaw, and pointing strait forward, from 3 to 12 Foot long, according to the Growth of the Fish; which is valued and sold as dear as Ivory. This Fish will yield one or two Barrels of Blubber, the Train-Oyl of which is whiter than that of the Whale.

The Morfe or Sea-Cow, some call it the Sea-Horse, is found here too, both in the Water and upon the Ice. It is as big as a large Bullock, and has two large Teeth in the upper Jaw sometimes Half a Yard long, hanging downwards, and bending inward like a Hook. With these Teeth he will attack Men, and lay hold of a Boat, and may sink it or tear it to pieces, unless the Men are nimble, and kill him before he can do Mischief. His Skin is thick, but spongy  
and

and porous : His two Fangs are sold for Ivory ; and they cut from a pretty large one about a Puncheon of Blubber.

The Seals, or Dog-Fishes, are often upon the Ice in great Numbers, and they kill them very easily : One Blow with a Staff upon their Noses makes them fall. They yield very good Train ; and the Fat of 12 to 20 Seals will fill a Puncheon. Their Skin is used by the Trunkmakers, or dress'd as Leather, for several Uses.

Many white Bears are found upon the Ice, swimming from one Island of Ice to another : They feed upon Fish, and the Flesh of the dead Whales, after our Fishermen have turn'd them adrift, as above. They kill them with Lances, or shoot them with Musket-Balls. Some of them are as large as a Cow : Their Skin is valuable, and their Fat yields Train-Oyl too, but in small Quantity.

When the Fishery among the Ice is over, the Ships go sometimes to the Bays of *Spitsbergen*, and the Men go ashore to refresh themselves. There they find very good Deer, especially Roebucks : They are very fat, and their Flesh is very delicious, occasion'd by the Herbage and excellent fine Grass, mix'd with several choice wholesome Simples, on the Rocks and Mountains in that



that Country. These Creatures are very tame at first, till by hunting and shooting them they are made more shy. Their Flesh is a great Refreshment to the Seamen after their Fishery ; and they eat the Venison boil'd with those wholesome Herbs, and they eat Sallads thereof, especially of Scurvy-grass, which grows there in great Quantity. But this Diversion, and the Pleasure of their Repast, tempts them often to mispend some of that valuable Time there, which ought to be wholly employ'd in the Business of the Voyage. This has sometimes been done to the great Loss and Disappointment of the Employers ; and must therefore by all the Strictness imaginable be prevented, by those who hope for any Success in these Fishing Expeditions.

## CHAP.

## C H A P. II.

*By whom this Fishery chiefly is carried on; viz. by the Hollanders, Hamburgers, and Bremers; and how much it appears to be to their Advantage.*

**W**Hile all the *Netherland* Provinces, tho' subject to the King of *Spain*, were govern'd by their own Laws, and enjoy'd their Ancient Liberties, the greatest Part of the Commerce of these Parts of the World was in the Hands of the *Flemings*; particularly, they had the Manufactures, the Navigation, and the Fisheries of every Kind: And even to this Day, the *Hollanders*, who are now Masters of the said Fisheries, sell their Herrings in Foreign Markets under the Name of *Flemish* Herrings.

But when the King of *Spain* began, under the Ministry of the Duke *D'Alva*, to tyrannize and persecute, invading both the Civil and Religious Liberties of the People, the Inhabitants fled; and dispersing themselves into several Parts, carry'd with

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them the Trade also. Thus the Manufactures came to *England*, and the Navigation and Fishery went to *Holland*; which Province, with Six others, maintaining their Liberty, and *Spain* continuing to oppress the rest, and the Duke of *Parma* taking the City of *Antwerp* in the Year 1585, (which was to the *Flemings* then, what *Amsterdam* is now to the *Dutch*) was the fatal Stroke and Period of their Trade and Navigation.

Thus it is to be observed, that Navigation, and the Commerce attending it, never thrive but in Countries free from Exactions and Impositions of absolute Power: Free People alone are capable of carrying on those Things. Hence it is, that the *Dutch* having maintain'd their Liberty, drew to themselves the Fishery of Cod and Herring; and, extending themselves in Trade, have, among other Things, gotten likewise this most important Article of the *Greenland*, or Whale-Fishery. For, except the Two *Hanse* Towns, *Bremen* and *Hamburg*, Free People like themselves, the greatest Part of this Trade is in their Hands. The Port of *Bayonne* in *France*, *St. Jean de Luz* and *St. Sebastian* in *Spain*, with the Town of *Bergen* in *Norway*, all put together, send but about 20 Ships a Year on this Trade: Whereas this very

Year,



Year, 1722. there have been sent to *Greenland*, for the Whale-Fishing,

180 Ships from *Holland*.

52 Ships from *Hamburg*.

24 Ships from *Bremen*.

But that the *Vigor* with which the *Hollanders* pursue this Trade, and something of the Gain they make by it, may appear; and that the Author of these Sheets may not seem to speak without sufficient Authority; here under is a true List of the Number of all the Ships which have gone from *Holland* for the Whale-Fishing, from the Year 1675 inclusive, to the present Year 1722 exclusive; with the Number of Whales they have kill'd, and the Quantity of Oyl they have produced; and is as follows:

N. B. There were sent to *Greenland* by the *Hollanders*, in the Year 1670, 148 Ships, which brought home 792 Whales; and in 1671, 155 Ships brought 630½ Whales: But in 1672, 1673, 1674, when they were engaged in War with *England* and *France*, they sent no Ships at all, not being able to spare the Seamen from their Fleet.

## VIZ.

Year	Number of Ships sent out	Number of Whales killed	Puncheons of Train- Oyl
1675	148	881 $\frac{1}{2}$	36260
1676	145	808 $\frac{1}{3}$	32347
1677	149	686	30050
1678	110	1118 $\frac{3}{4}$	44750
1679	126	831	39857
1680	148	1373	52406
1681	172	889	30306
1682	186	1470	62960
1683	242	1343	43540
1684	246	1185	44730
1685	212	1383 $\frac{1}{4}$	55960
1686	189	639	29543
1687	194	617	23211
1688	214	345	14600
1689	163	243	10120
1690	117	818 $\frac{1}{2}$	34960
1691	No Ships did go from <i>Holland</i> , being in War with <i>France</i> .		
1692	32	62	2748
1693	89	175	8480
1694	62	156 $\frac{1}{4}$	7562
1695	96	231	9106
1696	100	380	14975
1697	111	1274 $\frac{1}{2}$	42281

Carried over 16879  $\frac{1}{2}$ 

670752

1698

Year	Number of Ships sent out	Number of Whales killed	Puncheons of Train- Oyl
Brought over 1687		$79\frac{1}{2}$	670752
1698	140	1488 $\frac{1}{2}$	55985
1699	151	775 $\frac{1}{2}$	30835
1700	173	907	36548
1701	207	2071 $\frac{1}{4}$	67507
1702	225	697 $\frac{1}{4}$	24388
1703	208	646 $\frac{1}{2}$	24527
1704	130	651 $\frac{1}{2}$	23701
1705	157	1664 $\frac{1}{2}$	52346
1706	149	452 $\frac{1}{2}$	15299
1707	131	128	5431
1708	121	525 $\frac{1}{3}$	20731
1709	127	190 $\frac{1}{2}$	8237
1710	137	62	3379
1711	117	630 $\frac{1}{2}$	20589
1712	108	370 $\frac{1}{2}$	14203
1713	94	256	12854
1714	108	1234	37490
1715	134	695 $\frac{1}{2}$	25830
1716	153	519	20216
1717	180	391	14463
1718	194	281 $\frac{1}{4}$	13103
1719	182	308	10100
1720	158	412 $\frac{1}{2}$	19092
1721	149	667 $\frac{1}{2}$	23108
		32908 $\frac{1}{2}$	1250714
		Whales.	Punch. of T. O.
			To



To the foregoing Account is to be added the Whalebone or Fins which have been brought Home with all this Blubber; and which from 32,908  $\frac{1}{2}$  Whales, must be more than Forty Millions of Pound Weight: By all which it is apparent, that in 46 Years, the *Hollanders* have Fish'd up out of the Icy Seas of *Greenland*, a vast Treasure, amounting to no less than One Hundred and Fifty Millions of *Guilders*, or about Fourteen Millions Pound *Sterling*.

This Account may well be surprizing to those who have hitherto had no just or right Information of the Trade of the *Greenland* Whale-Fishing; and will put an End to any Question, Whether the same be worth while to be undertaken, or no?

I might have added here, the like List of the Ships from *Hamburg*, since the Year 1670, but it will be enough to say, that they, with about Fifty Ships Yearly, have taken above 10,000 Whales.

Nor hath it been less beneficial to those of *Bremen*, who about the Year 1690, had but Four or Five Ships, but encouraged since by the Profits, they have augmented the Number every Year. And these Two Towns have so great a Vent for those Goods, by the *Elbe* and *Weser*, into the most considerable Parts of *Germany*, that to supply them, their own Ships are not sufficient,  
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but they buy every Year great Quantities of Oil and Fins of the *Hollanders*, to supply the *German Markets*.

As to the *Dutch*, their Spice Trade it self, which is their Darling Trade, is not in a National View, so advantageous to them, as this of the *Greenland Fishery*. For all their *East-India Goods* are purchased with Money, whereas the *Greenland Fishery* is carried on by a continual Circulation of Commerce; and taking out no Money, brings back such Goods as draw Money from all their Neighbours. Nor are the Goods this Trade brings in, such as we call perishable Commodities, or which will spoil or waste in the Keeping, but they may be kept and laid up many Years, without Loss.

C H A P.

## C H A P. III.

*A brief Recapitulation of what happen'd in the Infancy of the Greenland Trade; how the English were first in it; how they lost it; and what have been the Causes that all their Attempts to retrieve it have been unsuccessful.*

**I**T was about the Year 1597, Queen Elizabeth then Reigning, when the English having happily planted on the Eastern Coast of North-America, and flush'd with the Success of their Adventures that way, began to spread themselves into the North Seas, to make new Discoveries, in search after the North-East Passages to China, and the North-West Passages to the South-Seas.

In their Searches this Way, though they could not find either of the Passages they look'd for, yet far from losing all their Labour, they made other Discoveries, which fully rewarded them for their Diligence; such their Discoveries were of the North-Cape, the Coast of Lapland, and the Port of Archangel in Russia, to the East; Hud-  
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*son's-Bay, Davis-Streights, and the Coast of Greenland, to the West; and the Frozen-Sea, with the great Island of Spitsbergen to the North, with other Islands of less Note.*

Here they were agreeably surprized, with a Discovery unexpected, of abundance of prodigious Whales, and other Sea-Monsters, and in such Multitudes, as encouraged them to make the first Attempt at their Fishing for, or catching them for their Oil, which was then a valuable and scarce Commodity in the World.

They began this Trade in the Year 1598, though with few Ships, and advanced mightily in it, about the Year 1608, and carried it on with very great Success, without any Rival, till the Year 1612; then the *Hollanders*, in hopes of like Advantages, sent the first Ships to *Spitsbergen* or *Greenland*. But the *English* claiming the Property, as the first Discoverers, would not allow the *Dutch* should Fish thereabouts, and share in so profitable a Trade, and therefore attack'd their Ships, *Anno* 1613, took Two of them, and brought them to *England*, with all the Oil of the Whales they had kill'd, and all their Shalloops, Fishing-Tackle, &c. so that the *Dutch* valued their Loss at 130,000 *Guilders*, the said Ships being full loaden, and having made a good Voyage.

However, the *Dutch* went on with their Trade, as the *English* did, though often Bickering, till the Year 1617, when the *English* attack'd them again, but came to be worsted; the *Hollanders* took one of the *English* Ships, and carried her to *Holland*. But the *States-General*, willing to give no Offence to King *James*, caused the Ship to be restored, with all that was in her. And in order to prevent the like for the future, sent over a Deputation to *England*, to treat upon the Subject of the Freedom of the Fishery with his Majesty; who acting by Pacifick Councils, did not encourage his Merchants to disturb the *Dutch*, nor decide that Question as to the Right; so it remained undetermin'd, and both Parties went on Fishing as before.

The *English* Merchants not being able to preserve an exclusive Trade, contented themselves with keeping Possession of those Bays and Harbours in the Island of *Spitsbergen*, which they had, and were then counted the best, such as that now called *Clock-Bay*, the *Safe-Harbour*, the *English-Bay*, the *English-Harbour*, and several others. The *Hollanders* settling more to the North, as at *North-Bay*, *South-Bay*, *Holland-Bay*, *Amsterdam-Island*, and the like. The *Danes* came afterwards and placed themselves between the *English* and the *Dutch*, at a Place still called the *Danish-Bay*. The *Hamburgers* came next,

next, and they pitch'd upon a Place further *West*, call'd *Hamburg-Bay*. After them the *French* and *Biscayers*, who finding all the rest settled, they were obliged to take Possession further *North* than the *Hollanders*, at a Place called the *Biscay-Hook*. And all of them, as the Island was further discovered, and abundance of other Bays and Places found out, shifted their Stations as they found most for their Convenience; the Island, and the Fishery also, being more than sufficient for them all.

At that Time the Whales having never been disturbed, were taken in great Numbers near the Shore, and the Blubber being cut off, was immediately carried on Shore, and boil'd into Train-Oil on the Spot, the Ships carrying nothing home with them, but the pure Oil, and the Fins: Accordingly, Warehouses were erected, Coppers or Caldrons set up on Shore, and all the Business done there. And the Fishery it self was so plentiful, that other Ships were obliged to go, to bring the Oil which they had, more than the Fishing-Ships could bring away.

But Time and Change of Circumstances shifted the Situation of the Trade: For the Whales, by little and little, forsook the Shore, whether because of their being disturbed there, by the Multitude of Ships and Shalloops, or that they found greater Quantities



Quanties of the Water-Insects, which are their Food, between the Ice; or for what other Cause, we know not. But they have have ever since been found in the Openings and Spaces among the Ice, and not in the Bays, as before; that is to say, not in any Number; and hither the Ships are obliged to follow them; and by this Alteration, their Warehouses and Cookeries on Shore, became useles: So that now the Blubber is stow'd in Puncheons on Board, and carried directly home to their respective Ports. The Ruins of the Warehouses and Furnaces on Shore, in the several Bays of *Spitsbergen*, are still to be seen.

The Fishery being now wholly managed upon the High-Sea, among the Ice, made it more difficult and dangerous; and several Ships were lost in the Beginning, before they discover'd the Nature and Situation of the Ice; and those Ships that would not venture to follow the Whales so far into the Ice, returned often without catching any Whales at all; which discouraged the Merchants, who at that Time carried on the Trade in Companies, and with a publick Stock; that they separated and dissolved, not only in *England*, but in *Holland*, and several other Places.

But as the Companies gave over that Trade, several private Merchants took it up, especially in *Holland*, and carried it on up-  
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on their particular Accounts ; and that with such Success and Advantage, that a great Number of Ships were sent to *Greenland*, many more than ever the Companies did in any Year before, and so it continues to this Day.

As for *England*, the publick Calamity of a Civil War overspreading them at that Time, was another Cause that interrupted and discouraged the Merchants in this, as well as in all their Trades ; so that this Fishery hath been lost to them ever since, some particular Attempts to retrieve it excepted.

There was one Attempt made in the Year 1694, which at first gave good Hopes of Success, being undertaken by a Company, composed of very eminent Merchants, with a good Capital and Stock, and established by an Act of Parliament in their Favour, particularly giving them exclusive Privileges, exempting them from paying any Duties, and their Men from being press'd into the King's Service, &c.

But wanting due Informations of the proper Methods of managing that whole Affair ; and which was worse, being ill serv'd by almost all the People they employed, both at Home and Abroad, pushing them into extravagant and unnecessary Expences, and irregular Measures in every Thing, they were obliged to give over the Undertaking, their Stock being wasted and embezzell'd. And this

this Company, and even the whole Body of Merchants in the Nation, were discouraged from going on with, or making any further Attempt of the same Kind.

*A brief Account of the particular Mistakes of the Greenland Company, and the ill Conduct of their Servants, mention'd above, which may be assign'd as the Reasons of their Miscarriage.*

1. Their Ships were intrusted with, and commanded by Persons unacquainted with the Business, who had not only the Command of the Ship, but also of the Fishery; whereas the chief Harponier ought to command during the Fishing, that he may carry the Ship where he knows is most proper for the Work; which Defect occasioned their Misfortunes; for though they had some skilful Foreign Harponiers, yet for want of right Conduct, they got no Whales, or but few, even when others made a good Voyage.

2. Their Captains had their certain Pay, whether they had Success or not; whereas they should have been paid in Proportion to their Fishery only: But not being so interested in the Success of their Voyage, when they found it not easy to come to the Whales among the Ice, they went away to  
Spits-



*Spitsbergen*, to the Bays, and diverted themselves with hunting the Deer, and left the Shalloops to look for Whales, where few or none were to be found; and thus they ruin'd the Voyages, consum'd the Provisions, and brought the Company's Stock in Debt upon every Voyage; and the Tallow, Hides, and Horns of the Deer, which they kill'd ashore, being allow'd to them as a Perquisite, they found their Pleasure and particular Profit more, by killing the Deer, than catching of Whales.

3. When they came home, the Blubber of the few Whales they had taken, was not boiled to Advantage; the Cookery was managed slovenly, and wastfully; and the Oil was not well Purg'd: The Fins also were not well cur'd, nor cleansed; and when they came to Market, they were obliged to sell them considerably under the Value of Merchantable Fins.

4. Their Lines, Fishing Instruments, Harpoons, Casks, &c. were not duly taken Care of, or well preserved for further Service, but imbezzell'd and spoil'd for want of Care; so that when they should have been ready for the next Year, the Company was obliged to buy New, at a great and unnecessary Expence.

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5. In furnishing and fitting out their Ships, it was the same ; they Victualled extravagantly, paid an exorbitant and unusual Price for their Shalloops, and likewise for their Fishing Instruments, and were at so many unnecessary Expences for Incidents, both at their setting out, and coming in, as may appear by their Accounts yet to be seen.

6. The last Ship they employed, was unhappily lost in the Ice, after a prosperous Fishery, having Eleven Whales on Board. By all which Disasters, the Company's Stock was wasted, and the Gentlemen discouraged from raising any more, so that Affair expired. And though by a subsequent Act of Parliament, *A no Annæ Primo*, the Trade was again laid open, yet no body hath since meddled with it.

## C H A P. IV.

*A full Proof that England may retrieve this Trade, and are able to carry it on more to Advantage than any other Nation: And all the known Objections to the contrary, answered and removed.*

**I**T is a vulgar Error, but so riveted in the Minds of ignorant People, that it will be very hard to persuade them to the contrary, that the *Dutch* can fit out their Ships, and go to *Greenland*, and in a word, carry on the Whale-Fishery cheaper and to more Advantage than the *English*.

If this were true, it might be one Reason why it would be hard for the *English* to recover the *Greenland* Trade, or indeed to carry on any Trade at Sea: But the contrary is manifest; and I shall make it appear, that the *Dutch* are so far from being able to carry it on cheaper than the *English*; that the *English*, on the contrary, are able to do it cheaper than the *Dutch*, in almost all the Articles; from the fitting out the Ships, to the boyling of the Blubber after they are come Home.



If this be made out, then instead of its being an Argument against it, it is an Argument for the Encouragement of the *English* to recover this Trade. For Example :

It is first alledged, that the *English* do not build Ships so cheap as the *Dutch*; and it may in one Sense be true; But it is answered, that the *English* build stronger than the *Dutch*, and their Ships last longer, and are kept with less Repair; which, as it is more than Equivalent, so in the Balance of the Merchants Books, it will appear that the *English* are the cheapest Ships in the End: This is farther evident, by the Conduct of the King of *Sicily*, (now *Sardinia*) the *French* Nation, and the *Flemish East-India* Company, and what is most to be admired, even to the *Czar* of *Muscovy*, and others; who having Occasion to furnish themselves with Ships of War, and Ships for long and hard Voyages, to the *East-Indies*, *Mississippi*, &c. chose to build and buy them in *England*, rather then build or buy in their own Country, or *Holland*, notwithstanding the Difference of Price, till the *English* Government thought fit to pass an Act to prevent them.

If the natural Situation of any Country hinders the Inhabitants from having the Materials for their Work so cheap as their Neighbours, they must comply with their  
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Circumstances, and by the Cheapness of their Labour and Living, make up the Deficiency, if they can; and this is the Case of the *Dutch*.

It is evident, they have not any thing relating to the building or fitting out a Ship that is of their own Growth; neither Iron, Timber, Planks, Masts, Hemp, Pitch or Tar; nor for Victualling, have they either Flesh, Fish, or Corn; for Bread and Beer, all must be fetch'd at the Expence of the first Cost, Freight, and other Charges from Foreign Countries. The *English* have Timber, Planks, Lead, Iron, Brass, Pitch, Tar, Masts and Yards, with Corn for Bread and Beer, Flesh, Butter, Cheese, Rice, &c. all the Produce of their own Land and Colonies: The only thing I meet with, in which the *Dutch* may be said to outdo us, is, that they have Saw-Mills, which we do not allow, because it is taking away the Employment of the Poor. Having then so many of the Materials of our own Growth, which they must buy with Money, why cannot we build as cheap as the *Dutch*? I say, we may build cheaper than they in the End, because our Work is better and stronger, and the Materials which are our own, are better than those used by the *Dutch*.

Besides, if it were true that the *Dutch* build as cheap, and as good to the Merchant which is not, yet they being forc'd to buy

all their Materials, cannot build so much to the Advantage of the publick Interest, and general Stock; since speaking of that publick Stock of the Nation, so much of the Timber, Planks, and all the Victuals, as is used in building and setting out of a Ship in *England*, and is the Growth of our own Country, or of our Plantations, costs indeed nothing at all to the Publick; because so much of our own Growth as is sent Abroad, is clear Gain to the Publick Stock of the Nation.

Nor have the *Dutch* (which may be surprizing to some) sufficient Number of Seamen among their own Subjects, for the Work of the Whale Fishing: Nay not one half of them; but they are obliged every Year to have many Thousands of the most necessary and most skilful, even such as Commanders, Harponiers, Steersmen, and Saylor, from *Futland*, *Holstein*, *Scotland*, *Norway*, *Bremen*, *Oldenburg*, *Delmenhorst*, or *Friesland*, and the most and best Men they have, are from thence; who after the Fishery is over, go to their Habitations, and carry the Money they have earn'd, back with them to their Families, returning again in the Season, as before: And the same Men are as easy to be found by the *English*, and as willing to work for them, as for the *Hollanders*.

Again,



Again, which will perhaps seem as strange to some People, as the other, the Wages of Seamen is lower in *England*, than in *Holland*. For Example: In *England*, the Seamen are hired for 24 to 26 Shillings per Month, when as in *Holland*, the ordinary Pay is 16 to 18, or 20 *Guilders* per Month, which is from 30 to 36, or 40 Shillings *Sterling*. As to the Commanders, Harponiers, and Steersmen, they have no Pay, but according to what they catch, every one having so much per Punction on the Oil they bring Home. By which their Interest being concern'd, their Diligence is secured.

Thus that Objection, which has been thought so very considerable, is removed; viz. that *England* cannot build and victual Ships as cheap as the *Dutch*, nor that they would not be able to find skilful Hands enough for the carrying on the *Greenland* Trade. On the contrary, as they are well able to find them in those Countries, as above, so in a very few Years, the *British* Seamen will be as skilful in the Business, as their Teachers; and as we are in no want of Seamen, we shall not long need to send for any Numbers of them from Abroad. Besides, abundance of *North-British* Saylor are already expert in this Work, having often serv'd in the *Dutch* Ships at *Greenland*; and on the first News of the *British* Nation having

having undertaken to revive the Whale-Fishing, will flock to *London* for Employment : So that *England* can never want People for their Fishing, full as skilful as others.

But there is one Particular more, in which the *Engliff* have infinitely the Advantage of the *Hollanders*, and this is in the Easiness of their Loading and Unloading the Ships ; which is a very considerable Article in the Charge of the Voyage. For Example :

All who are acquainted with the Situation of *Holland*, know that their Ships for *Greenland*, before they fet out, must ride at Anchor between *Sardam* and *Amsterdam* ; and there they must take in their Casks, Victuals, and Fishing-Tackle ; which they must bring on Board from their several distant Warehouses, through the Canals and Sluices, in great Lighter-Boats ; even the very Fresh Water, which they must buy. When ready to sail, they must have Pilots over the *Pampus*, and through the *Zuider-Sea* to *Texel*, where she rides till a favourable Wind brings her to Sea ; and the Owner, or he who fits the Ship out, must follow to *Texel*, to see if all the Men are on Board, and every Thing ready for the Voyage. And when they return, it is the like ; with this Addition, That the Charge is so much greater, as their Casks are now filled with Blubber ; require to be carry'd to the  
Cookery,

Cookery, and from thence to *Amsterdam*, or other Places; which Lighteridges, and Workmanship, Pilotages, riding at Anchor for several Weeks, and keeping the Sailors all that Time in Victuals and Pay; is a very great Charge for the Owners, besides the spoiling of the Casks and Lines, and the Leakage, caused by being so often removed from one Place to another.

Whereas the Situation of this River is so, that Ships may load and unload at the Warehouses and Cookery, without paying any Carriage, or Lighters, or double Workmanship; preserving thereby all the Lines, Casks and other Materials, in a good Condition, and prevent much Leakage. And after a Ship is clear'd at *Gravesend*, a favourable Wind brings her to Sea the next Tide after. And in these Articles, calculating all the Particulars, it is plain, that *England* shall save at least, every *Greenland* Voyage, 50*l.* upon every Ship, which the *Dutch* are obliged to pay. And hereby, I doubt not, is sufficiently proved, that we can set out Ships, and carry on the Whale-Fishing Trade easier, better, and much cheaper than the *Hollanders*.

But the greatest Encouragement and Advantage for the Undertakers, is the Benefit of the Custom which we enjoy by the Importation; the Train-Oyl being free imported, and the Whale-Fins paying 52*l.*  
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*Sterling per Ton* less than when imported from other Countries : So that the Adventurers have (when hereby is added the Duty upon Exportation of the Fins in *Holland*, the Commission, Brokerage, Weigh-Money, Freight, Insurance, and other Charges by loading and unloading them) a sure Profit and Addition in the Price of every Ton of Fins, of about 70 *l. Sterling* more than any Nation beyond Sea enjoys ; and is granted by the Legislature, to no other Purpose, than to encourage the Inhabitants to this so advantageous Trade.

And what by the Increase and Inlarging of this Trade, for the future will be brought Home more than this Nation needs of Train-Oyl and Whale-Fins, both very current and valuable Commodities beyond Sea. And being no Duty at all upon Train-Oyl, and all the Three-Pence *per Pound* Whale-Fins being drawn back when exported, we can provide all those Parts of *Europe*, which now buy from the *Hollanders*, with these Commodities cheaper than they are able to do. *Hamburgh* and *Bremen*, with all their Ships, have not enough to supply *Germany*, but must buy many Thousand Punchions of Train-Oyl every Year from *Holland*. *Flanders*, *France*, and Parts of the *Baltick Sea*, buy Quantities of Oyl and Soap boild of the *Greenland Oyl* ; particularly, *Scotland* buys

buys and consumes much of this Soap. And when the *Greenland Oyl* is imported directly, the Soap-boiling Trade must certainly increase hereby, and the *North-Britons* need not go to Foreign Markets, nor to buy Whalebone of them : And this is in *Ireland, Flanders, France, Portugal, Spain, Italy, Germany*, and all other Countries of *Europe* a wanted Commodity. How could *Holland* set out else so great a Number of Ships, if all *Europe* did not pay them for this their Industry, having but a small Consumption themselves of all that they bring Home ?

Though it is not easy to guess at a Sum, yet it may not be improper to observe here, and there is no Doubt of it, That we have paid to the *Hollanders*, in no more than Half a Century since we quitted that Trade, some Millions of Money for those Commodities, which our own Men might have fished up out of the Seas, and which would have been so much in our Pockets, and at this Time clear Gain to the Publick Stock. A Treasure taken up out of the Sea, is a Treasure gain'd : It must be so ; it cannot be otherwise ! And hereby it appears, that we bring home from *Greenland* no Goods, but such as we can sell to several Markets of *Europe* for Money, or have such Merchandize in Exchange for it, as we should otherwise buy for Money abroad : And any Objecti-

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on that might be moved that way, is removed.

And to speak further upon the Surety of the Advantage, both to the Adventurers as to the Publick Stock, and the Increase of Trade and Navigation, and of the Money the said Trade may keep and bring into the Nation; it is certain, that we not only carry out our own Product, but indeed we carry out nothing of Value but Provisions for the Men, which they might be supposed to consume at Home, if they did not go at all, especially when our own People come to be wholly employed, and so without carrying out any other Produce, as above: The Goods brought Home, are caught out of the Sea, *and is no more or less, than the Sweat and Labour of our People*, and the Blessing of Almighty God; and so all the Oil and Whalebone that is brought Home, is clear Gain, except only the Charges of the Voyage.

*No Merchandize is given in the Exchange for it,  
No Bills of Exchange paid for it,  
No Money carried out to purchase it.*

The Charges of the fitting out a Ship, and of the whole Voyage, is expressed in Two Articles, called in the Stile of Business,

*Viſtuals and Wages,  
Ware and Tear.*

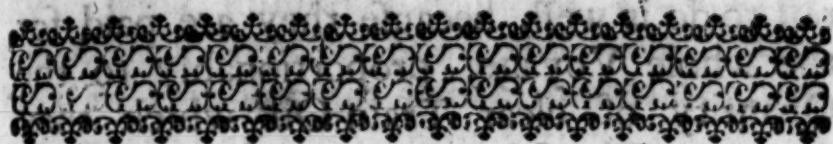
And



And these Two will come for a Ship with Six Shalloops, except what must be paid to the Parteneer-Officers, and Steersmen, for their Portions in the Train-Oil, and the Charges of the Cookery, by the Return; *viz.* for Victuals and Wages, about 420 *l. Sterling*, for Ware and Tear, I reckon 180 *l. Sterling*, being in all both Outset and Return, 600 *l. Sterling*. This is often repay'd by one Whale, that yields 50 to 60 Punchions of Trail-Oil, and 18 or 1900 *l. Weight* of Fins, or more. And a Ship bringing Home 5 or 6, 10 or 12 Whales, or a full Loading of Blubber and Fins, it is easy to calculate to what considerable Profit such a Voyage doth amount to.

Much more might be said in Commendation of this Fishery and Trade, but I doubt not this will satisfy any discerning Reader; and that no body can make any further Objections, or be longer prepossessed with imaginary Discouragement: I am confident, that if any Society of Men, with a good Stock, and a careful prudent Management, would undertake it, they would greatly find their Account in it; and the Nation in general would reap so immense Advantages by it, that it will naturally fall under the Consideration of the Legislature, to give all reasonable Encouragements that may be wanting to promote it.





## APPENDIX.

**I**T cannot be supposed that I have said in the foregoing Chapters, all that the Subject of the *Greenland Fishery* will afford; to mention all the Particulars, would fill a large Volume, this Trade being extensive beyond what most Men imagine; I shall only, to what has been said, add some few Remarks, which on Second Thoughts I could not omit.

As to the First Head; *How the Whale-Fishery is perform'd?* I should have given the Method of Boiling the Blubber, and how to purge the same, to make it neat and clear Train-Oil; and also of cleaning the Fins or Whalebones to make them Merchantable Goods, after the Return of the Ships: But I think it sufficient at present to say, that  
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the Cookery of Train-Oil is done by the Harponeers, who know how to Boil it to the most Advantage; it being to their Interest to do it well, because they are paid for the whole Voyage, proportionably to the Quantity of clear Train-Oil which they produce: The Management of this Cookery, and the Particulars thereof, are too many to be set down here; the Curious can only be satisfied, by seeing the regular Method in which it is performed. The cleaning of the Fins, is a Work rather of Labour, than of Art, and is what most of the Seamen that have used these Voyages, are well acquainted with.

Belonging to the Second Head, viz. *The Advantages which the Greenland Trade hath been to the Dutch, and others*: It would make a Book by it self, to describe all the Advantages in due Form, and how the Navigation of *Holland* is increased hereby, and what a Number of Ships they employ in Consequence of it; by bringing in all the Materials necessary for the Ships used in this Fishery, being Timber, Planks, Deals, Masts, Caskstaves; Hemp, Pitch, Tar, Iron, Corn, Beef, Butter, Salt, Stock-fish, &c. voluminous and bulky Goods; and they, not having them of their own Growth, the same are brought by Sea to their Ports: And again, by Exporting the Train-Oil,  
and

and the Whale Fins, to the several Ports of *Europe*, which they supply them with; I say, what innumerable Ships are hereby continually kept at Sea, and what Numbers of Families are hence maintain'd, are obvious to any who employ their Thoughts upon this Subject.

And this Trade has been a Fund of Seamen on any Emergency to the State, to furnish their Fleets; and it had been impossible for them to fit out their Navy on several particular Occasions, without the Aid of these *Greenland* Seamen, who being under Emergencies of State, kept at Home, and not sent to *Greenland* their Fleets, have been speedily Mann'd, even to the Surprise of the World; and so they have often defended themselves against greater Powers, who have not so many Seamen at Hand, whereby this Fishery proves to be their great Support, and contributes considerably to the Maintenance of their State, Liberty and Safety: And they are so sensible of the Consequence of this Trade to them, that by order of the *States* in their daily Publick Prayers in all Churches, Words to this Effect are inserted; (*viz.*) That God will be graciously pleased to bless their Land, and in particular, *the Great and Small Fisheries.*

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As to the Third Head, and *the Causes of former Miscarriages in the Management of this Trade*; I think it is better to bury these Things in a decent Silence; than farther to enumerate past Mistakes, and the Disasters caused thereby. It will be sufficient that I have shewn, how the same may be certainly avoided for the future.

To the Fourth Chapter I have to add, relating to the Products of this Fishery, viz. Train Oyl and Whale-Fins; That it is a great Mistake to say of the first, that we have Oyl enough, and that there will be no Vent for what is imported from *Greenland*; when we know how many other Parts of *Europe* want the Train-Oyl, and the Soap boiled of the same. And if our own Markets should be over-stock'd, and we send the Oyl to foreign Markets, we shall be able to sell as cheap, nay, even cheaper than the *Dutch*, and get more Money by what we shall sell than they, according to the several before-mention'd Reasons. Nor ought this Trade to be merely for our own Consumption, for that would but lessen the Value and Esteem of it, by reason that what will be consumed at Home, will be but so much saved, and no Addition to the Publick Stock: But the Gain by Exportations is what will increase our Wealth and Riches.



As to the Whale-Fins, it appears by the *Custom-House* Books, that there hath been imported in the Port of *London*, from the Year 1715, to 1721, one Year with another, about 150 Tons yearly, even when the Price hath been very dear ; viz. 400 *l.* per Ton, little more or less, which is, one Year with another, 60,000 *l.* a Year, over and above what is imported in all the other Ports of *Great Britain* and *Ireland* ; which may moderately be supposed to be 100 Ton more. Then the Sum paid for Whalebone amounts to 100,000 *l.* per *Annum*, besides what probably may be run clandestinely : All which hath hitherto been clear Loss to this Nation, and clear Gain to our Neighbours.

But what an Alteration will it be, and what may not such a Trade come to in Time ; when *England* shall not only import all this her self, but can supply other Parts of *Europe* with the same as well as with Train-Oyl, whereby such a Treasure as now is carry'd away to our Neighbours, will be gotten and kept here at Home ? What an infinite Number of Seamen, Tradesmen, and Labouring Poor People, both at Sea and on Shore, will be employ'd and maintain'd by this Trade ? Which will afford and set to Business the Youth of our Charity-Schools, and

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in few Years make Room for great Numbers of them ; and if they prove docible and tractable Lads, they may be brought up to be Steersmen, Harponeers, Captains and Commanders : And by a Succession of such, this Trade may be secured, never to be lost again. The Number of Seamen must increase continually, (much to the Safety of our Kingdom) because every Year this Fishery will take up Boys ; that is to say, sturdy able Youths, from Fifteen to Twenty Years of Age, and raw Men who have never been at Sea ; they being necessary for mean and ordinary Uses : All which after Two or Three Years Service, may become expert and able Seamen ; then other Boys and raw Men will be employ'd in their room ; so that this Trade will be a *perpetual Nursery* of Seamen.

All our Foreign Commerce must be supported (whether in Time of Peace or War) at a great Expence to the Publick, by maintaining Consuls, Residents, Ambassadors, Governors and Garisons, as well for Correspondence and Intelligence, as Preservation and Defence. But this Trade and Fishery is of a quite different Nature ; it is carry'd on in the uninhabited Parts of the World, in open and otherwise unfrequented Icy Seas, at the sole Cost of the Undertakers, without the  
least

least Charge, Burthen or Incumbrance to the Publick ; and therefore may justly claim more Favour and Encouragement than any other Trade whatsoever.

How apprehensive the Legislature always has been of the Value of the Fishery, appears by the several Acts of Parliament made for the Encouragement of the same : And it is declared in the Preamble of an Act, in the 14th Year *Caroli II.* “ *That the Publick Honour, Wealth and Safety of this Realm, as well in the Maintenance and Support of Navigation, as in many other Respects, doth in an high Degree depend upon the Improvement and Encouragement of the Fishery.*” And particularly, to Re-establish this *Greenland Trade* and Fishery, I refer the Reader to the Acts made in the 25th Year *Caroli II.* in the 4th and 5th Year *Gulielmi & Mariæ* ; in the 7th and 8th Year *Gulielmi III.* and in the First Year of *Queen Anne* ; and it is hardly credible, that so many beneficial Acts, and the good Intention of the Legislature, till now, should have proved to be of no Effect.

It remains yet to be said, That a further Neglect of this Fishery may be counted a dead Loss to the Nation, and is so far a Weak-



Weakning, or a Check to the Growth of  
the Strength of this Kingdom : Nay, worfe;  
Because our Neighbours get that which we  
neglect and pay for ; growing in Power  
and Riches, when we sit still, and prove,  
by continuing so, as bad Politicians as  
Traders.

**F I N I S.**



It remains yet to be said That a further  
Method of this Liberty may be contrived  
and sold to the Nation, and is to be  
Wish.

